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CENTRAL INTELLIGENCE AGENCY

25X1A2g

Enclosure A

Caracas, 4 February 1947

MEMORANDUM

With this plane operating from the land airport at Berranquilla, we carry a 10,000 pound pay load, 450 gallons of fuel plus a crew of four, in operating up the Magdalena for river landings. In operating out of the rivers, we take off with an 8,000 pound pay load, 650 gallons of fuel and the crew of four. We have occasionally taken off from Barranca Bermeja's nine hundred meter runway on hot days, with a two meter per second quartering wind, with a 10,000 pound pay load plus crew and 250 gallons of fuel. From Bogota, where the true altitude is 8,259 feet and density day altitude is 10,300 feet at the airport, we leave with a 6,000 pound pay load plus crew and 250 gallons of gasoline.

This should give an idea of the weight carrying ability of this aircraft. It is interesting to note that the PBV-5A commercial conversion we have will cruise under equal conditions of pay load and fuel at approximately the same speed as a C-47--assuming an equal power setting for the two aircraft. With increased loads the cruising speed is proportionately decreased, however with a four ton load at a 10,000 foot cruising altitude into the Caqueta and upper Amazon regions, we fly at approximately 148 statute miles per hour true air speed.

The PBV has been found to be, therefore, approximately as efficient in straight land plane use as the C-47; however its utility lies in its amphibious qualities. In the case of our operations in Colombia, we land it at remote exploration locations in the Amazon jungle rivers without any necessity for prior landing preparations or arrangements. In thus eliminating the necessity for airport landing fields, docks, etc., there is a great saving in time and expense. We have on occasions operated into such rivers as the Caguen and Putu Mayo for emergency supplies and transferring men and equipment where the saving over ground transportation amounted to six weeks to two months with resultant savings in wages and other costs.

The tricycle landing gear makes this plane especially safe in operations from soft and unimproved fields. As a land plane, it takes off in approximately one-half the distance required by a C-47 with a comparable load. It will land in any field in which a C-47 can land.

Any further information that I may be able to supply you in this matter will be gladly furnished upon your request. 25X1A9a

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